

The Minneapolis Plan: Housing Policies

Community Building

- 1.2 Minneapolis will encourage both private and public development that provides gathering spaces in city neighborhoods.

Marketplaces: Growth Centers

- 3.1 Minneapolis will designate and develop selected growth centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.

Marketplaces: Neighborhoods

- 4.1 Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.
- 4.2 Minneapolis will coordinate land use and transportation planning on designated Community Corridors streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.
- 4.3 Minneapolis will support development in Commercial Corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.
- 4.7 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.
- 4.8 Minneapolis will enhance Downtown's position as a regional retail center which provides a shopping experience that is entertaining and unique in the region.
- 4.9 Minneapolis will implement its adopted Housing Principles and the Housing Impact Measures through community-based strategies directing future housing development.
- 4.10 Minneapolis will reasonably accommodate the housing needs of all of its citizens.
- 4.11 Minneapolis will improve the range of housing options for those with few or constrained choices.
- 4.12 Minneapolis will assume both its appropriate responsibility for improving housing options among those with few or constrained choices, and collaborate with partners at

the regional, state, federal and local level to assure that appropriate solutions are pursued throughout the region.

- 4.13 Minneapolis will expand the type and range of housing types for residents with substantial choice.
- 4.14 Minneapolis will maintain the quality and unique character of the city's housing stock, thus maintaining the character of the vast majority of residential blocks in the city.
- 4.15 Minneapolis will carefully identify project sites where housing redevelopment or housing revitalization are the appropriate responses to neighborhood conditions and market demand.
- 4.16 Minneapolis will work closely with Neighborhood Revitalization Program (NRP) planning and implementation to ensure that plans are consistent with the city's Housing Policy.
- 4.17 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.

Movement

- 8.2 Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles; reconciling inherent conflicts will require collaboration and compromise among stakeholders.
- 8.3 Minneapolis will continue to build, maintain and require a pedestrian system which recognizes the importance of a network of private and public sidewalks which achieve the highest standards of connectivity and amenity.
- 8.7 Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.

City Form

- 9.4 Minneapolis will promote preservation as a tool for economic development and community revitalization.
- 9.5 Minneapolis will support the development of residential dwellings of appropriate form and density.
- 9.6 Minneapolis will work with private and other public sector partners to invest in new development that is attractive, functional and adds value to the physical environment.
- 9.8 Minneapolis will maintain and strengthen the character of the city's various residential areas.

- 9.10 Minneapolis will support efforts that recognize both the increased visibility and importance of corner properties and the role of gateways in enhancing traditional neighborhood character.
- 9.15 Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions.
- 9.17 Minneapolis will build on recent initiatives to use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.
- 9.21 Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses which may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and ensure amenities, including light, air, privacy and open space.
- 9.22 Minneapolis will promote increased housing production in designated areas of the City in order to accommodate population growth.
- 9.27 Minneapolis will coordinate land use and transportation planning on designated Community Corridors through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.
- 9.28 Minneapolis will support development in commercial corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.
- 9.31 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.
- 9.32 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.
- 9.34 Minneapolis will designate and develop selected Growth Centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.

City Goals

1. **Increase the city's population and tax base by developing and supporting housing choices city-wide through preservation of existing housing and new construction.**
2. **Create strong vital commercial corridors city-wide through mixed use development, including a variety of businesses and creative housing.**

TMP Implementation Steps

- 1.2 Minneapolis will encourage both private and public development that provides gathering spaces in city neighborhoods.**

Implementation Steps

Increase resident access to and use of facilities and meeting spaces in parks, libraries, schools.

Encourage not-for-profit institutions and places of worship to increase resident access to and use of facilities and meeting spaces.

Develop new facilities that act as gathering spaces in parks and on other publicly owned land.

Investigate needs for additional public land to create gathering places.

Encourage private developers to include gathering spaces in new developments.

- 3.1 Minneapolis will designate and develop selected Growth Centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.**

Implementation Step:

Designate downtown Minneapolis, the University of Minnesota area and the Honeywell/Hospitals area as "Existing Growth Centers" with the adoption of this Plan.

- 4.1 Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.**

Implementation Steps

Develop standards based on a recognition of the qualities that make urban corridors desirable, viable and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements which add interest at the scale of the pedestrian.

Designate certain streets as community corridors with the adoption of this Plan.

Designate certain streets as commercial corridors with the adoption of this Plan.

- 4.2 Minneapolis will coordinate land use and transportation planning on designated Community Corridors streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.**

Implementation Steps

Designate a network of Community Corridors. (See criteria above.)

Strengthen the residential character of Community Corridors by developing appropriate housing types that represent variety and a range of affordability levels.

Promote more intensive residential development along these corridors where appropriate.

Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic.

Discourage the conversion of existing residential uses to commercial uses, but encourage the development of mixed use residential dwelling units in commercial buildings where appropriate.

Support the continued presence of small scale retail sales and commercial services along Community Corridors.

Ensure that commercial uses do not negatively impact nearby residential areas.

Prioritize transit advantages to Community Corridor streets, and encourage the routing of express transit service to these streets wherever possible.

- 4.3 Minneapolis will support development in Commercial Corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.**

Implementation Steps

Designate a network of Commercial Corridors. (See criteria above.)

Support a mix of uses on Commercial Corridors--such as retail sales, office, institutional, higher density residential (including Major Housing Sites where designated), and clean low-impact light industrial--where compatible with the existing and desired character of the street.

Ensure that commercial uses do not negatively impact nearby residential areas.

Regulate impacts of commercial uses, and in some cases prevent some uses from locating on designated Commercial Corridors, due to their adverse impacts on the viability of nearby residential areas.

Develop plans for the City's major Commercial Corridors which articulate the desired character of the street.

Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts and shared use of parking facilities.

Develop economic development incentives for the rehabilitation, re-use and revitalization of older or historic commercial buildings and districts.

Ensure that parking structures and surface lots conform with identified design principles. (See discussion of traditional urban form in Chapter 9.)

Reduce the impact of non-residential uses on neighboring residential areas by considering appropriate access, buffering between incompatible uses and regulating hours of operation.

Require that street design for Commercial Corridor streets provide automobile access and parking in keeping with traditional urban form

Require that street designs provide high quality access to Commercial Corridors for pedestrians and cyclists, as well as facilitate transit service and through passage of traffic.

4.7 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.

Implementation Steps

Designate Activity Centers according to criteria outlined above.

Develop a master plan for each designated Activity Center that a) establishes boundaries for these areas; b) addresses the identity, role and design features of the Center; c) gives guidance to the mix of land uses, scale and size of development in these areas and d) identifies transportation and circulation needs for each area.

Ensure that land use regulations support diverse commercial and residential development types which generate activity all day long and into the evening.

Promote the incorporation of residential uses within the same structure as other commercial uses.

Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established. (See description of traditional urban form in Chapter 9, City Form.)

Discourage automobile services and drive-through facilities from locating in these designated areas.

Develop parking facilities and management strategies that accommodate high customer demand, promote shared facilities and minimize visual impact and adverse effects on pedestrian and sidewalk traffic.

Ensure that regulations balance the transition between high traffic land uses and adjoining residential areas.

Require that buildings in Activity Center districts incorporate a pedestrian orientation at the street edge.

Apply street design criteria that incorporates a pedestrian orientation and accommodates a variety of traffic (pedestrian, cyclist, transit, automobile).

4.8 Minneapolis will enhance downtown's position as a regional retail center which provides a shopping experience that is entertaining and unique in the region.

Implementation Steps:

Provide a continuous retail presence in the retail district by requiring retail uses on both the street and skyway levels.

Promote downtown as a unique shopping district that combines convenience and retail selection with an entertaining, elegant shopping experience.

Encourage a variety of retail with diverse price points in downtown in order to serve a broad range of residents.

4.9 Minneapolis will implement its adopted Housing Principles and the Housing Impact Measures through community-based strategies directing future housing development.

Implementation Steps

Develop community-by-community strategies to implement the city's Housing Principles, using the following tools:

The variety of housing types throughout the city, its communities and the metropolitan area shall be increased, giving prospective buyers and renters greater choice in where they live.

- Identify and support private sector development for changing housing demographics in markets such as seniors, empty nesters and the physically challenged.
- Develop/provide incentives for placing new housing on transportation corridors.
- Up to 20 percent of the units in new multifamily housing developments should be affordable.
- Develop/provide tax and zoning incentives to developers for infill housing that is well designed, serves several income levels, adds to the tax base and fits the urban environment.

The management, quality and balance of subsidized housing throughout the City and the Metro area shall be improved.

- Disperse subsidized housing metro-wide. No community should receive greater concentration than the metro average.
- When private property is converted to subsidized scattered site housing, attention on a city-wide basis needs to be given to maintaining/adding homesteaded housing of equal or greater tax generating value.
- Design new scattered site or multi-unit housing to match the characteristics and housing types of the community in which it is located.

Housing markets that are already strong shall be preserved and strengthened.

- Decrease the current rate of homestead property loss (2,000/year) by 20% per year for the next five years.
- Recognize NRP action plans as a basis for implementing housing policy. Work with the School Board so that NRP plans which fund subsidized housing will enable the designation of community schools.
- Streamline city zoning and permitting to encourage homeowner renovation and investment.

The quality of Minneapolis' housing stock shall be improved.

- Emphasize recycling of existing housing stock through renovation and rehabilitation.
- Neighborhood livability, including safety, traffic calming, streetscape, green space, retail development and community schools are recognized as vital to housing success.
- Retain and preserve existing affordable and private rental housing.

4.10 Minneapolis will reasonably accommodate the housing needs of all of its citizens.

Implementation Steps

Permanent housing for people with disabilities shall not be excluded by the zoning ordinance or other land use regulations from the benefit of residential surroundings. Special housing shall be available as needed and appropriately dispersed throughout the city.

Appropriate departments and agencies of the city shall actively enforce anti-discrimination laws and activities that promote Fair Housing practices.

4.11 Minneapolis will improve the range of housing options for those with few or constrained choices.

Implementation Steps

Increase the variety of housing types (affordability, style, location) throughout the city, its communities and the metro area, giving prospective buyers and renters greater choice in where they live.

Encourage new housing production as a way to increase resident choices throughout the city. City support for new housing development will be forwarded based on a) the project's location b) the level of affordability of up to 20% of its units, based on the project's location in an over-concentrated or non-concentrated community, and c) the type of housing proposed as it relates to the existing variety of housing types in the neighborhood.

Promote mixed income housing development as a method of providing more choices to residents.

Promote mixed income housing as part of mixed use development so that the likelihood of affordable housing is increased.

Encourage infill housing.

Promote the development of housing types that can be adapted to accommodate changing housing needs over time.

Encourage the rehabilitation and sensitive reuse of older or historic buildings for housing, including affordable housing units.

4.12 Minneapolis will both assume its appropriate responsibility for improving housing options among those with few or constrained choices, and collaborate with partners at the regional, state, federal and local level to assure that appropriate solutions are pursued throughout the region.

Implementation Steps

Improve the management, quality and regional balance of subsidized housing throughout the metropolitan area.

Retain and encourage investment in the city's existing housing supply. Programs will be supported based on their effectiveness in balancing the distribution of subsidized housing against the need for and concentration of subsidized housing already existing in the city.

Acquire only those properties that have a blighting influence, are in relatively substandard condition or are of relatively low value for their location when accommodating scattered site public housing.

Give priority to acquiring non-homestead property or homesteaded duplexes and triplexes when private property is acquired for public housing.

Improve the management, quality and distribution of subsidized housing throughout the city.

Work with multifamily property owners to improve safety, building maintenance and overall management.

4.13 Minneapolis will expand the type and range of housing types for residents with substantial choice.

Implementation Steps

Preserve and strengthen existing strong housing markets by encouraging an increase in property values, homesteaded properties and increased long-term residency.

Encourage housing developments targeted to a variety of housing submarkets, including, but not limited to, seniors or empty nesters.

Provide and maintain areas that are predominantly developed with single and two family structures.

Provide and maintain moderate and high-density residential areas.

Promote mixed income housing development as a method of providing more choices to residents.

4.14 Minneapolis will maintain the quality and unique character of the city's housing stock, thus maintaining the character of the vast majority of residential blocks in the city.

Implementation Steps

Continue using high quality materials for new construction and historic preservation that reinforce long-term housing maintenance goals.

Halt the illegal stripping of abandoned or condemned properties and assign a public or non-profit agency to manage the removal and sale of historic and architectural features of these properties.

Encourage adaptive re-use, retrofit and renovation projects that make the city's housing stock competitive on the regional market.

Provide the flexibility in the city's ordinances to improve and maintain existing structures.

Ensure attractive, livable neighborhoods through increased efforts to maintain a clean environment (graffiti, street cleaning, sweeping, etc.) and through increased enforcement of housing and property maintenance codes.

Attain the greatest possible degree of enhancements to neighborhood livability when making infrastructure improvements or modifications.

Control ice and snow on city streets, alleys and pedestrian bridges.

Conduct housing complaint investigations and take corrective actions up to and including condemnation.

Ensure maintenance and cleaning services for all landscaped areas in the public right-of-way.

Ensure the maintenance of public property held by city agencies and departments.

4.15 Minneapolis will carefully identify project sites where housing redevelopment or and housing revitalization are the appropriate responses to neighborhood conditions and market demand.

Implementation Steps

Emphasize recycling of existing housing stock whenever feasible through renovation and rehab as an alternative to demolition.

Streamline city permitting activity to encourage renovation and investment in boarded and condemned housing.

Reduce the number of boarded buildings.

Encourage retrofitting and renovation of older homes, through "This Old House" and other programs.

Maintain and strengthen the architectural character of the city's various residential neighborhoods.

Ensure that city grants and programs are designed to encourage rehabilitation and renovation that reflects the traditional architectural character of residential areas.

4.16 Minneapolis will work closely with Neighborhood Revitalization Program (NRP) planning and implementation to ensure that NRP plans are consistent with the City's Housing Policy.

Implementation Steps

Continue to use NRP Plans as resources for understanding housing needs and opportunities in the development and delivery of city housing services.

Identify select project sites around commercial nodes and community schools that would support housing redevelopment initiatives.

Identify underutilized land resources, such as air rights above freeways, which have been successfully used in other cities to provide sites for schools, parking, housing and other uses.

Initiate a dialogue with any neighborhood where city or regional strategies requires reconciliation with neighborhood strategies.

Support the City's sideyard policy on residential redevelopment to lot and neighborhood-specific issues such as lot size and condition, the proximity of adjacent structures, the nature of neighboring land uses, overall housing density in the neighborhood and the need for green (open) space.

4.17 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.

Implementation Steps

Concentrate new housing developments in close proximity to amenities or in locations where value will be sustained over time.

Develop a city-wide Housing Strategy for placing medium (10-30 units per acre) to high density (30+units per acre) new housing on major transportation and transit corridors and near commercial revitalization projects or neighborhood amenities (e.g. sites such as Growth Centers, Major Housing Sites, Commercial Corridors)

Protect Major Housing Sites for medium (10-30 units per acre) to high (30+units per acre) density residential development from development proposals which exclude housing through land use controls, redevelopment plans and other available means.

Designate Major Housing Sites as listed with the adoption of this Plan.

Promote the development of new housing that is compatible with existing development in the area. as well as to existing historic or older housing stock where appropriate.

Provide the flexibility in the City's ordinances to accommodate new housing development tailored to meet a range of different housing submarkets.

8.2 Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles; reconciling inherent conflicts will require collaboration and compromise among stakeholders.

Implementation Steps

Develop traffic calming methods which are appropriate to addressing the problems of speed and safety in automobile traffic.

Plan automobile traffic to minimize the negative impact of the automobile in city neighborhoods.

Explore the possibility of converting one-way to two-way streets on residential or commercial streets, as preferred.

New developments will be required to consider their relationship to the street through the site review process.

Require generous sidewalks that accommodate pedestrian volumes, ADA standards, trees and other amenities.

Insulate residential areas from commercial truck traffic.

Truck movement to the regional highway network will be facilitated in ways which minimize the presence of trucks on residential streets.

Protect historic resources from highway construction and expansion by working in conjunction with the Minnesota Department of Transportation (MnDOT).

Adopt parking regulations and approaches that are flexible enough to address short and long-term parking needs.

Continue to require off-street loading facilities for all new development in the downtown district and require underground loading, where appropriate.

8.3 Minneapolis will continue to build and maintain road infrastructure in order to assure resident and motorist safety and mobility within the city.

Implementation Steps

Continue to coordinate roadway improvement projects with utility and flood control capital projects to minimize neighborhood disruption and costly roadway surface repairs due to poor project coordination.

Program, plan, design, survey, coordinate and provide construction assistance for city, Park Board, County and MnDOT road projects.

Program, plan, design, inspect, coordinate and provide construction management for all City bridge projects.

Provide repair and maintenance of city streets and alleys.

Continue to develop and maintain city-wide pavement management for all coordination and prioritization of street replacement and repair.

Inspect and repair sidewalks as needed to maintain a safe environment for pedestrians and to minimize liability claims against the city.

Construct, operate, and maintain all traffic control devices and facilities such as signs, signals, pavement markings, bus lanes, bike lanes, etc.

Prepare plans, specifications and estimates for signal and lighting modifications/improvements at intersections, special projects, spot locations and paving programs related to residential streets, municipal state aid, county state aid, trunk highways or MCDA projects.

Investigate fatal and severe traffic accidents and hit and run cases including accident reconstruction as needed and transmit information to the Departments of Planning and Public Works to inform their activities.

8.7 Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.

Implementation Steps

Require that future growth centers be well served by reliable and convenient transit service.

Require that all major new developments located within the city facilitate transit access and service.

Develop components of site plan review and environmental review manuals which can be used in land use and environmental processes to secure more transit friendly developments.

Allow costs of driving in peak rush hour traffic to reflect the true costs of congestion and sprawl.

Prohibit construction of new freeways in Minneapolis.

Allow limited expansion and improved capacity of existing freeways in order to reduce traffic spillover onto primarily residential arterial roads when mitigation of impacts is determined to be acceptable to the city.

Encourage employers to provide incentives for ride-sharing, car or van pooling and bicycling and other alternatives of getting to work.

9.4 Minneapolis will promote preservation as a tool for economic development and community revitalization.

Implementation Steps

Use historic preservation goals to encourage development and reinvestment in the city.

Promote the city's high quality, architecturally interesting, readily available and affordable housing stock as a market advantage over suburban competitors.

Identify, designate and protect sites, buildings and districts in the city with historic or architectural significance.

Designate individual buildings with historic or architectural significance that have been identified by the city's Heritage Preservation Commission.

Protect designated structures, sites and districts from demolition, neglect or inappropriate modifications.

Protect potentially significant historic structures from demolition until the city can determine the significance of the structure and explore alternatives to demolition.

Encourage relocation of historic resources as a last means of preservation for endangered properties.

Preserve artifacts from structures and sites that are historically, architecturally or culturally significant and seek to reintroduce these artifacts into the city's streetscape and building interiors.

Continue surveys and studies of property in Minneapolis' in order to maintain and periodically update the inventory of Minneapolis potentially significant historic resources.

Develop creative economic incentives in the public and private sector to promote the rehabilitation, maintenance and reuse of the city's historic resources.

Provide tax incentives and low interest loans through the MCDA and other agencies to encourage the retention and designation of historic buildings and areas.

9.5 Minneapolis will support the development of residential dwellings of appropriate form and density.

Implementation Steps

Promote the development of well designed moderate density residential dwellings adjacent to one or more of the following land use features: Growth Centers, Commercial Corridors, Community Corridors and Activity Centers.

Provide incentives to alternative forms of home ownership in moderate density areas, such as co-housing and cooperative housing.

Expand the understanding of the role that urban density plays in improving business markets, increasing the feasibility of urban transit systems and encouraging the development of pedestrian-oriented services and open spaces.

Advance the understanding of urban housing and urban retailing among all members of the design and development community

9.6 Minneapolis will work with private and other public sector partners to invest in new development that is attractive, functional and adds value to the physical environment.

Implementation Steps

Facilitate the location of new economic activity (office, research and development, and related light manufacturing) that takes advantage of environmental amenities and co-exists with neighbors in mixed use environments.

Promote the use of progressive design guidelines and street-oriented building alignments to maximize compatibility with surrounding neighborhoods.

Curb the inefficient use of land by regulating maximum and minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

Require site designs which maximize the potential for public transit and alternative transportation use in commercial, research and development and light industrial developments.

Provide setbacks, build-to lines and landscaping standards in commercial and industrial districts that are appropriate to the impacts on neighboring uses.

9.8 Minneapolis will maintain and strengthen the character of the city's various residential areas.

Implementation Steps

Encourage the rehabilitation of older and historic housing stock over demolition.

Ensure that city grants and programs are targeted to housing development or rehabilitation that reflects the traditional architectural character of residential areas.

Prohibit new driveways on block faces with alley access and where there are no existing driveways.

Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.

Create traditional setbacks, orientations, pattern, height and scale of dwellings in areas where no clear architectural pattern exists.

9.10 Minneapolis will support efforts that recognize both the increased visibility and importance of corner properties and the role of gateways in enhancing traditional neighborhood character.

Implementation Steps

Provide deeper subsidies for loans or grants targeted to the rehabilitation and redevelopment of corner properties.

Require site plan review of new development or major additions to new structures (other than single family homes) on corner properties.

Provide opportunities for neighborhoods to develop their own gateway projects, enrich their experience with public art, and participate in community building efforts.

9.15 Minneapolis will protect residential areas from the negative impact of non residential uses by providing appropriate transitions between different land uses.

Implementation Steps

Provide appropriate physical transition and separation using green space, setbacks or orientation between residential and non residential uses.

Encourage site planning for new developments that orients the "back" of proposed buildings to the "back" of existing development.

Require screening and buffering for new developments next to residential areas,

Minimize automobile and truck impact on residential streets and alleys by enforcing penalties for travel on routes where trucks are prohibited.

Promote quality design and building orientation of commercial and industrial development that is appropriate with the surrounding neighborhoods.

Use the site plan review process to ensure that lighting and signage associated with non residential uses do not create negative impacts for residentially zoned property.

Mitigate, through screening and buffering, limiting the size and scale of a building, and a business' hours of operation, the effects of commercial properties on residential areas.

9.17 Minneapolis will build on recent initiatives to use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.

Implementation Steps

Integrate "eyes on the street" design principles into site plan review to foster safer and more successful commercial areas in the city.

Orient new housing to the street to foster safe neighborhoods.

Encourage private developers to incorporate CPTED-oriented open spaces in new developments to facilitate the creation of spaces that maximize positive behavior from users.

9.21 Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses which may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and ensure amenities, including light, air, privacy and open space.

Implementation Steps

Apply the form and density approach within the context of a neighborhood or a site and within the framework of The Minneapolis Plan and NRP Plans when evaluating the appropriateness of development proposals for specific sites.

Limit non residential land uses allowed in low density residential areas to religious institutions, specific public facilities such as schools, libraries and parks and other non residential land uses that can be integrated with low density residential uses through proper location, site planning and facilities design.

9.22 Minneapolis will promote increase housing production in designated areas of the City in order to accommodate population growth.

Use both infill development and new development opportunities to increase housing in the city.

Consistent with the City of Minneapolis adopted Housing Principles, develop strategies so that the variety of housing types throughout the city and its communities shall be increased, giving prospective buyers and renters greater choice in where they live.

Develop an approach to residential development which combines housing form and housing density; for example, medium density residential development may be a townhouse development as well as a high-rise structure, while an attached dwelling form may result in a low density development or a medium density development.

Ensure that new development projects incorporate a mix of housing types and affordability levels to reach a range of housing submarkets.

- 9.27 Minneapolis will coordinate land use and transportation planning on designated Community Corridors through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.**

Implementation Steps

Designate a network of community corridors. (See criteria above.)

Strengthen the residential character of community corridors by developing appropriate housing types that represent variety and a range of affordability levels.

Promote more intensive residential development along these corridors where appropriate.

Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic.

Discourage conversion of residential uses to commercial uses, but encourage the development of mixed use residential dwelling units in commercial buildings where appropriate.

Support the continued presence of small scale retail sales and commercial services along Community Corridors.

Ensure that commercial uses do not negatively impact nearby residential areas.

Prioritize transit advantages to community corridor streets, and encourage the routing of express transit service to these streets wherever possible.

- 9.28 Minneapolis will support development in Commercial Corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.**

Implementation Steps

Designate a network of commercial corridors. (See criteria above.)

Support a mix of uses on commercial corridors--such as retail sales, office, institutional, higher density residential, and clean low-impact light industrial--where compatible with the existing and desired character of the street.

Ensure that commercial uses do not negatively impact nearby residential areas.

Regulate impacts of commercial uses, and in some cases prevent some uses from locating on designated Commercial Corridors, due to their adverse impacts on the viability of nearby residential areas.

Develop plans for the City's major commercial corridors that articulate the desired character of the street.

Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts and shared use of parking facilities.

Ensure that parking structures and surface lots conform to identified design principles. (See box on traditional urban form.)

Reduce the impact of non-residential uses on neighboring residential areas by considering appropriate access, buffering between incompatible uses and regulating hours of operation.

Require that street design for these commercial corridor streets provide automobile access and parking in keeping with traditional urban form.

Require that street designs provide high quality access to commercial corridors for pedestrians and cyclists, as well as facilitate transit service and through passage of traffic.

- 9.31 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.**

Implementation Steps

Designate Activity Centers according to criteria outlined above.

Develop a master plan for each designated Activity Center that a) establishes boundaries for these areas; b) addresses the identity, role and design features of the Center; c) gives guidance to the mix of land uses, scale and size of development in these areas and d) identifies transportation and circulation needs for each area.

Ensure that land use regulations support diverse commercial and residential development types that generate activity all day long and into the evening.

Promote the incorporation of residential uses within the same structure as other commercial uses.

Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established. (See description of traditional urban form in Chapter 9, City Form.)

Discourage automobile services and drive through facilities from locating in these designated areas.

Develop parking facilities and management strategies that accommodate high customer demand, promote shared facilities and minimize visual impact and adverse effects on pedestrian and sidewalk traffic.

Ensure that regulations balance the transition between high traffic land uses and adjoining residential areas,

Require that buildings incorporate a pedestrian orientation at the street edge.

Apply street design criteria that incorporate a pedestrian orientation and accommodate a variety of traffic (pedestrian, cyclist, transit, automobile).

9.32 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.

Implementation Steps

Develop a city-wide Housing Strategy for placing medium (10-30 units per acre) to high density (30+units per acre) new housing on major transportation and transit corridors and near commercial revitalization projects or neighborhood amenities (e.g. sites such as Growth Centers, Major Housing Sites, Commercial Corridors)

Protect Major Housing Sites for medium (10-30 units per acre) to high (30+units per acre) density residential development from development proposals which exclude housing through land use controls, redevelopment plans and other available means.

Designate Major Housing Sites as listed with the adoption of this Plan.

Concentrate new housing developments in close proximity to amenities or in locations where value will be sustained over time.

Promote the development of new housing that is compatible with existing development in the area, as well as to existing historic or older housing stock where appropriate.

Provide the flexibility in the City's ordinances to accommodate new housing development tailored to meet a range of different housing submarkets.

9.34 Minneapolis will designate and develop selected Growth Centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.

Implementation Step:

Designate downtown Minneapolis, the University of Minnesota area and the Honeywell/Hospitals area as "Existing Growth Centers" with the adoption of this Plan.

Develop area-wide Growth Center Plans for Existing Growth Centers to determine the amount, location and relationships among housing, commercial and institutional land uses.